

Message Text

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ACTION SSM-05

INFO OCT-01 NEA-10 ISO-00 SS-15 IO-13 INR-07 L-03 OC-06

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FM USMISSION SINAI

TO SECSTATE WASHDC 1013

C O N F I D E N T I A L SECTION 1 OF 2 SINAI 1711

FOR SSM

E.O. 11652: GDS

TAGS: PFOR, EG, IS, US

SUBJECT: SITREP SFM 001

REF: A) STATE 206150 B) SINAI 1678

1. REF PARA 3 REFTEL:

A. RE CHECKPOINTS: ONLY POSITIONS MANNED BY UNMO'S - ALPHA, BRAVO AND CHARLIE - ARE CHECKPOINTS. GOLF AND MIKE ARE ROADBLOCK POSITIONS MANNED BY GHANAIA ENLISTED PERSONNEL WHO MERELY ENSURE THAT VEHICLES DO NOT TURN OFF AUTHORIZED ROUTES. THE TWO CHECKPOINTS THROUGH WHICH VEHICLES OF THE PARTIES ARE AUTHORIZED REGULAR ENSDY ARE CHECKPOINTS ALPHA AND BRAVO; ONLY THE IDF WATERLINE AND SIGNAL MAINTENANCE TEAM IS AUTHORIZED ENTRY AND EXIT VIA CHECKPOINT CHARLIE. NTITLA EAST IS PERMANENTLY CLOSED TO ALL TRAFFIC.

B. RE U/I VEHICLES: THE "MANY" VEHICLES UNIDENTIFIED DURING DAYLIGHT OPERATIONS OF THE THREE MANNED SENSOR FIELDS DURING THE PERIOD 8 AUGUST THROUGH 7 SEPTEMBER INCLUSIVE NUMBER 20 OF 3,098. (THIS REPRESENTS ALMOST A DOUBLING OF THE TOTAL BUT ONLY A 25 PERCENT INCREASE IN U/I DURING THE SECOND FORTNIGHT OF THE PERIOD.) IN ALL INSTANCES
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BUT ONE, THESE WERE SINGLE VEHICLES; IN THAT ONE IT WAS TWO.

THESE HAVE BEEN CIVILIAN VEHICLES WITH UNEF ESCORT.

ALTHOUGH THESE VEHICLES CANNOT BE POSITIVELY IDENTIFIED, THE UNEF ESCORT ASSURES US OF THE PROPRIETY OF THEIR PRESENCE IN THE EARLY WARNING AREA AND OBVIATES AN INVESTIGATION.

C. IDENTIFYING VEHICLES PURELY FOR THE SAKE OF IDENTIFICATION SERVES NO USEFUL PURPOSE AND IDENTIFICATION FURTHER OF VEHICLES WITH UNEF ESCORT IS NOT PART OF THE EARLY WARNING TASK. NEVERTHELESS, WE HAVE TAKEN SEVERAL MEASURES WITHIN THE LIMITS OF FEASIBILITY THAT HAVE OR WILL GREATLY REDUCE THE NUMBER OF VEHICLES REPORTED AS UNIDENTIFIED DURING DAYLIGHT OPERATIONS. THERE HAS ALWAYS BEEN AVAILABLE AT SFM OPERATIONS INFORMATION ON CERTAIN ROUTINE MOVEMENTS AND OTHER MOVEMENT REPORTS ROUTINELY PROVIDED US BY UNEF CHECKPOINTS ALPHA AND BRAVO, WHICH THE WATCH OFFICER OR SHIFT SUPERVISOR HAS BEEN ABLE TO CORRELATE TO WATCH STATION SPOT REPORTS OF U/I VEHICLES. THIS INFORMATION, HOWEVER, HAD NOT PREVIOUSLY BEEN USED TO ADJUST THE DAILY WATCH STATION INPUTS TO THE SITREP, AS IT WILL BE IN THE FUTURE. THIS WILL APPRECIABLY REDUCE EVEN THE NUMBER OF MOVEMENTS AND ELEMENTS REPORTED AS U/I FOR THE GIDDI WEST SENSOR FIELD. THE BALANCE OF VEHICLES PASSING THROUGH THIS FIELD, ALTHOUGH THEY CANNOT FEASIBLY BE IDENTIFIED AS TO NATIONALITY OR ORGANIZATION, ARE ROUTINELY IDENTIFIED BY THE GIDDI EAST WATCH STATION PERSONNEL AS TO TYPE BY USE OF THE PIRCS EMPLACED 4-5 KMS EAST OF THE GIDDI WEST SENSOR FIELD.

THE PERIODS OF EARLY MORNING FOG IN THE LOW LYING PASSES PRECLUDES TOTAL ELIMINATION OF U/I VEHICLES REPORTED BY EVEN THE MANNED SENSOR FIELDS. SOME SLIGHT MODIFICATIONS IN THE FORMAT OF THE SITREP WOULD NEVERTHELESS FURTHER REDUCE THE NUMBER OF MOVEMENTS LISTED AS UNIDENTIFIED. THE ADDITION OF A LINE ITEM 5 FOR EACH SENSOR FIELD (AS SUGGESTED REF B) OR SOME EQUIVALENT MODIFICATION WOULD ALLOW US TO IDENTIFY SEISMIC ACTIVATIONS, CONSTRUCTION BLASTING, LIVE FIRING EXERCISES AND SONIC BOOMS WHICH HAVE BEEN LISTED UNDER U/I FOR LACK OF A MORE SUITABLE CATEGORY IN WHICH

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TO RECORD THEM. FOR THE SAKE OF PRECISION, WE WOULD ALSO SUGGEST ELIMINATION OF THE WORD "VEHICLE" BEFORE WORDS "MOVEMENTS REGISTERED" LINE ITEM 3.

D. WHILE ENTRY TO THE BUFFER ZONE AFTER DARK IS FORBIDDEN TO VEHICLES OF THE PARTIES (EXCEPT IN EMERGENCIES, AFTER PROPER COORDINATION BETWEEN UNEF AND SFM) THE SFM TRAFFIC WITHIN THE EARLY WARNING AREA IS RESTRICTED AFTER DARK TO

THAT APPROVED FOR OPERATIONAL PURPOSES, THERE IS CONSIDERABLE
LEGITIMATE UNEF MOVEMENT INTERNAL TO THE BUFFER ZONE AND
TO THE EARLY WARNING AREA, WHICH LIES IN THE HEART OF
GHANBATT AO. IN ADDITION TO ITS BATTALION HQ (SITUATED
AT THE EASTERN END OF THE MITLA WEST SENSOR FIELD), THERE
ARE NUMEROUS COMPANY, PLATOON AND SQUAD POSITIONS SCATTERED
THROUGHOUT THE EARLY WARNING AREA WHICH ARE SUBJECT TO
NIGHT INSPECTIONS AND FROM WHICH ROVING PATROLS OPERATE
REGULARLY. THE WHOLE PURPOSE OF THE PATROLS WOULD BE
DEFEATED IF THEY WERE CONDUCTED ON FIXED SCHEDULES, AND
UNEF HAS REFUSED TO NOTIFY SFM IN ADVANCE. THE PATROLS
CONDUCTED BY GHANBATT AND BY THE UNMO'S ACCOUNT FOR
SOME U/I VEHICLES DURING DAYLIGHT HOURS AND THE PREPONDERANCE
OF NON-CONVOY MOVEMENTS DURING DARKNESS. POLOG LOGISTICS
CONVOYS FREQUENTLY OPERATE AFTER DARK BECAUSE OF DIFFICULTY
OF DAYTIME CANAL CROSSINGS. FOR EXAMPLE, SMALL GHANBATT
CAMPS ARE LOCATED ON THE J-LINE AT THE EASTERN ENDS OF
BOTH THE GIDDI EAST AND MITLA EAST SENSOR FIELD.

E. WE HAD INITIALLY REQUESTED UNEF HQ TO REQUIRE ROADBLOCK
GOLF TO HALT ALL UNEF NIGHT CONVOYS (THREE OR MORE VEHICLES)
BEFORE THEY ENTER THE EARLY WARNING AREA UNTIL SFM COULD
BE NOTIFIED. AS A RESULT OF THE UNDEPENDABILITY OF THE
GHANAIAN ENLISTED PERSONNEL MANNING GOLF AND THE EXTREMELY
POOR COMMUNICATIONS WITH GOLF (VIA CP ALPHA), THIS PROVED

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12/55

ACTION SSM-05

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TO SECSTATE WASHDC 1014

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CORRECTED COPY (TEXT)

FOR SSM

INFEASIBLE. THE CHIEF, UNMOG, SINAI RECENTLY AGREED TO REINSTATE THIS PRACTICE BUT, AS PLANNED IMPROVEMENTS IN UNEF COMMUNICATIONS HAVE NOT YET BEEN IMPLEMENTED, NEITHER HE NOR WE ARE SANGUINE ABOUT THE IMMEDIATE RESULTS. AS AN ALTERNATIVE, SFM OPERATIONS WILL ATTEMPT TO IDENTIFY THROUGH GHANBATT HQ ANY NIGHT MOVEMENT OF CONVOYS THROUGH OUR SENSOR FIELDS. WE DO NOT, HOWEVER, BELIEVE IT NECESSARY OR FEASIBLE TO TRY TO CONTROL OR ACCOUNT FOR THE MOVEMENT OF GHANBATT OR UNMO VEHICLES, OR OTHER LIGHT VEHICLES MOVING SINGLY OR IN PAIRS DURING HOURS OF DARKNESS. (REF PRECEDING PARAGRAPH)

F. RE THE SFM ROLE: OUR ROLE IN THE EARLY WARNING AREA IS TO ENSURE NO VIOLATION BY UNAUTHORIZED ENTRANCE INTO THE EARLY WARNING AREA OF THE BUFFER ZONE AND THE AIR SPACE ABOVE IT AS WELL AS TO REPORT PREPARATIONS FOR TROOP MOVEMENTS OR TROOP MOVEMENTS, OTHER THAN UN, APPROACHING THAT WELL DEFINED AREA. GOING TO THE EFFORT REQUIRED TO ESTABLISH THE IDENTIFY OF THE EVERY VEHICLE IN THE EARLY WARNING AREA AFTER DARK WHEN UN AND SFM VEHICLES ARE THE ONLY ONES AUTHORIZED STRIKES US A FUTILE AND A READY SOURCE OF UNNECESSARY OVERTIME. THE ASSUMPTION IN PARA 3 OF REFTTEL A THAT UNEF COMMUNICATIONS ARE ADEQUATE FOR QUICK RESPONSE TO MAKE SUCH IDENTIFICATION IS NOT TRUE AND CONFIDENTIAL

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IT IS NOT TRUE BECAUSE OF THE EXISTING STATE OF COMMAND, CONTROL AND COMMUNICATIONS IN UNEF (MY MEMO TO DIRECTOR SSM OF 11 AUG 76 REFERS, IN PART). WE DO MONITOR THE TRAFFIC AND ARE PREPARED TO INVESTIGATE WHENEVER OUR SUSPICIOUS ARE AROUSED. WE BELIEVE THAT WE ARE FAMILIAR ENOUGH WITH THE LAY OF THE LAND AND NORMAL TEMPO OF ACTIVITIES WITHIN THE EARLY WARNING AREA TO DETERMINE WHEN AN INVESTIGATION IS MERITED. WE DO NOT INTEND, HOWEVER, TO PREPARE DETAILED INTERNAL TRAFFIC REPORTS THAT WOULD HAVE NO RELEVANCE TO THE EARLY WARNING TASK. REPRESENTATIVES OF BOTH PARTIES HAVE TOURED SFM FACILITIES AND HAVE BEEN BRIEFED ON ITS CAPABILITIES. FURTHERMORE, THEY HAVE BOTH TESTED THE SFM'S TECHNICAL CAPACITY AND ITS POSTURE AS AN EFFECTIVE, IMPARTIAL MONITOR. THEIR PRESENT ATTITUDES LBWARD THE SFM ARE TESTIMONY TO OUR SUCCESS IN DEMONSTRATING TO THEM THAT WE ARE BOTH ABLE AND WILLING TO DISCHARGE EFFECTIVELY OUR RESPONSIBILITIES IN THE TACTICAL EARLY WARNING AREA. THIS HAS MADE, IN EFFECT, A PSYCHOLOGICAL IMPACT ON THE PARTIES WHICH SIGNIFICANTLY REINFORCES THE SFM'S TECHNOLOGICAL CAPABILITIES TO PERFORM ITS MISSION.

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